

Lago First In Safety Contest

Carnival Spirit "Rocks" Aruba

Lowest Frequency Rate In History Tops 18 Refineries

Eveline Croes Is Island Queen

Carnival, festive enough "to rock the sky above, the land beneath and the seas around us," rioted through Aruba last week and left the island breathless after three days of merry-making.

Queens, hands, music, dances, parties and parades highlighted the traditional celebration of the period immediately preceding the start of Lent. Carnival events ranged from Oranjestad to San Nicolas and included most of the island's social and athletic organizations.

Highlight of the celebration was the election of the "Carnival Queen of Aruba" the night of Feb. 19 at the Lago Sport Park. Some 5,000 spectators jammed into the park to see 14 young ladies, elected "Queens" of various local organizations, compete for the island-wide title and the trip-to-Trinidad first prize.

The Excelsior Brass Band kicked off the festivities arranged by the Central Carnival Committee by parading into the stadium with all instruments blaring. Then Master of Ceremonies C. I. Tromp of Lago's Industrial Relations Department announced that his fellow employee, C. E. Laele, has been chosen "Prince of Carnival."

Resplendent in royal attire, the prince urged his subjects to join him in celebrating a carnival festive enough "to rock the sky above, the land beneath and the seas around us" and declared the celebration officially open.

He called for the queen candidates, each of whom had driven onto the field in an automobile. As her name was called each hopeful, in a formal gown, was introduced to the crowd, curtsied to the judges and took her place on the stage.

After all had been introduced the 10-member judging panel, headed by Lt. Gov. Dr. L. C. Kwartsz, retired to make their selection. During the judges' deliberations the Excelsior and Princess Marijke bands played.

After some 30 minutes the judges reappeared and announced the winner — Miss Eveline Croes, queen of the Tivoli Club. Miss Marie Matthews, daughter of Alvin Matthews of Lago's Mechanical Department, was named her lady-in-waiting and won a trip to Curaçao.

Miss Croes was crowned by Gov. Kwartsz. After the coronation the queen and the other candidates, the judges, carnival committee members and guests went to the Netherlands Windward Islands Welfare Association club house to toast the queen.

The next day the center of attraction was the coronation ball.



SOME 5,000 persons saw Eveline Croes (center) crowned "Carnival Queen of Aruba" at the Lago Sport Park the night of Jan. 19. Olga Phillips, the sport park queen, is second from left.

MAS o menos 5,000 hende a mira Eveline Croes (meimei) coroná "Reina di Carnaval di Aruba" na Lago Sport Park Jan. 19 anochi. Olga Phillips, reina di sport park, ta segundo fo'i banda robéz.



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Empleadonan di Lago a Gana Concurso di Seguridad Petrolero

Empleadonan di Lago a traha cu mas seguridad durante 1954 cu e empleadonan di 18 otro refinarianan grandi den Estados Unidos, Canada y Trinidad y a termina ganando promer lugar den concurso petrolero di Seccion di Refinacion di Consocho Nacional di Seguridad, a worde anuncia tina pasá.

Un cable mandá pa Lago 15 di Feb. door di Sidney Smith, un oficial di e Council tabata bisa, "Bo compania tin promer lugar den refinacion ariba tur companianan Grupo A frecuencia .68 pa concurso petrolero 1954."

Empleadonan di refinaria di Lago, cu tabatin solamente 10 desgracia causando desabilidad mientras nan a

traha mas di 14½ milion ora di trabao durante 1954, a termina cu un frecuencia di accidente di .68. Aunque resultadonan completo di e concurso no a worde ricibi ainda, nan ta kere cu e competidor mas cerca di Lago a termina cu un frecuencia di mas o menos .90.

Lago su frecuencia pa 1954 tabata di mas abao di e 25 anja di operacion di refinaria y a duna empleadonan, pa di tres bez, promer lugar den e concurso di seguridad. Nan a gana na 1947 y otrobe na 1949.

Den e concurso Lago ta competi cu refinarianan di cual nan empleadonan ta traha mas di 250,000 ora pa luna. Diez-cinco di nan ta na Estados Unidos, for di Texas te na Costa di Oost. Algun di nan ta worde operá door di otro afiliadonan di Standard Oil Co. (N.J.), algun di nan door di companianan competidor. Uno ta di Canada. Dos otro — Trinidad Leaseholds y British Oilfields — ta di Trinidad.

Durante e ultimo diez anja, trahadonan den e refinarianan aki a bira sumamente consciente tocante seguridad y competicion a bira masha fuerte mientras frecuencia di accidente tabata baha.

Na 1949, tempo cu Lago a gana promer lugar cu un frecuencia di 1.64, e promedio di e 19 companianan competidor tabata 4.98. Na 1950, e promedio tabata 4.55; na 1951 e tabata 4.43; na 1952 e tabata 4.13 y na 1953, tempo cu Lago a termina como segundo despues di Humble Oil & Refining Co., e frecuencia promedio tabata 3.63.

Pa 1954 ta parece cu e promedio di frecuencia di accidente lo bolbe ba-

ha. Pa e promer 11 luna di e anja e tabata 3.29.

E promer luna di 1954 no a duna ningun indicacion cu Lago lo termina e anja ganando promer lugar. Despues di tabatin cuatro accidente cu perdida di tempo na December — cual a haci nan perde promer lugar den concurso di 1953 — empleadonan a sufri cuatro accidente mas na Januari 1954.

Compania a tuma seccion inmediatamente. Un Grupo di Estudio pa Seguridad, consistiendo di ejecutivo, heleran y empleadonan, a worde forma pa evalua e programa di seguridad di compania. Un ola nobo haciendo empleadonan consiente tocante seguridad basá ariba e teoria cu

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Lago employees worked more safely during 1954 than the employees of 18 other major refineries in the United States, Canada and Trinidad and finished in first place in the Manufacturing Section of the National Safety Council's petroleum contest, it was announced last week.

A cable sent to Lago Feb. 15 by Sidney Smith, an official of the council, read, "Your company first place manufacturing entire companies Group A rate .68 1954 petroleum contest."

Lago manufacturing employees, who had 10 disabling injuries while working more than 14½ million man-hours during 1954, finished with a frequency rate of .68. Though complete results of the contest have not yet been received, it is believed Lago's closest competitor finished with a frequency rate of about .90.

Lago's 1954 frequency rate was the lowest in the refinery's 25 years of operation and brought the employees, for the third time, first place in the safety contest. They won in 1947 and again in 1949.

In the contest Lago competes with refineries whose employees work more than 250,000 hours per month. Fifteen are in the United States, from Texas to the East Coast. Some are operated by other Standard Oil Co. (N.J.) affiliates, some by competing companies. One is in Canada. Two others — Trinidad Leaseholds and British Oilfields — are in Trinidad.

Through the past decade workers in these refineries have become increasingly safety conscious and competition has become increasingly stiff as frequency rates declined.

In 1949, when Lago took first place with a frequency rate of 1.64, the average of the 19 competing companies was 4.98. In 1950 the average was 4.55; in 1951 it was 4.43; in 1952 it was 4.13 and in 1953, when Lago finished second behind the Humble Oil and Refining Co., the average frequency rate was 3.63.

For 1954 it appears the average rate will again decline. For the first 11 months of the year it was 3.29.

The first month of 1954 gave no indication that Lago would end the year in first place. After having four lost-time accidents in December — which cost them first place in the 1953 contest — employees suffered four more in January.

The company acted immediately. A Safety Study Group, composed of executives, supervisors and employees, was set up to evaluate the company's safety program. A new wave of safety consciousness, based on the theory that "safety is everybody's business," swept the plant.

As the months passed the effective-

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Representacion na Lago A Worde Gaba na Party

Representacion di empleadonan tabata topico di e dos oradornan principal na di cinco party anual pa representantenan regular y staff cual a atrae como 350 persona na Aruba Golf Club Feb. 12 anochi.

Superintendente General F. E. Griffin, kende a papia na nomber di compania, a haci un apelacion ariba representantenan pa "muntra cu boso accion cu nos presente sistema di representacion pa empleadonan ta funciona bon y cu esey ta loke boso kier preserva."

R. E. A. Martin, presidente di

Lago Sport Park Board y orador na nomber di representantenan a sigui Sr. Griffin na microfoon y a bisa: "Nos preseneia aki ta un confirmacion di nos fe y confianza den nos moda di representacion."

E dos discursonan a precede comento cual a worde sigui door di un programa variá y boxeo.

St. Griffin kende a splica cu un operacion tamanjo di Lago mester tin "medionan adecuado pa determina sentimento y opinionnan di empleadonan," a bisa cu compania — mesos cu otro afiliadonan di Standard Oil Co. (N.J.) — a adopta

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Lago's Representation Plan Is Hailed At Annual Party

Employee representation was the topic of the two main speakers at Lago's fifth annual Staff and Regular Representatives' Party which attracted some 350 persons to the Aruba Golf Club the evening of Feb. 12.

General Superintendent F. E. Griffin, who spoke for the company, urged the representatives to "show by your action that our present employee representation works well and is what you want preserved."

R. E. A. Martin, chairman of the Lago Sport Park Board and spokesman for the representatives, followed

Mr. Griffin to the microphone and said, "Our presence here is..... a confirmation of our faith and confidence in our mode or representation."

The two addresses preceded dinner which was followed by a variety show and boxing.

Mr. Griffin, who pointed out that an operation the size of Lago must have "adequate means for determining the employees' feelings and opinions," said the company — like other Standard Oil Co. (N.J.) affiliates — had adopted the committee system as the best means of communication between employee and employer.

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New Policy Will Provide Opportunity For Education

Lago and the Lago Employee Council have agreed upon a policy to provide employees with an opportunity to continue their education and — if rehired by the company — reacquire service credits previously earned.

The policy, based on a request of the LEC, was drafted to give employees the opportunity to attend institutions of higher learning off the island. It is applicable to all staff and regular employees with at least one year of service.

In order to take advantage of the provisions of the policy, the employee must submit a written resignation. The resignation must include the statement the employee is resigning to attend a specific school.

The employee's plans for further education will be reviewed by the Training Division when they are submitted with the resignation. If they meet the provisions of the policy, the employee will be notified through his supervisor.

Upon completion of his studies the individual must — to reacquire service credits — apply for reemployment within the next 90 days and be rehired within an additional 90 days.

The employee may also be required

to provide certification that the time between resignation and application for reemployment was used to meet the intent of the policy.

An employee who resigns under the policy but then finds he is unable to attend school will be reemployed in his former position if he applies within 90 days of his effective resignation date.

Every effort will be made to rehire an employee for his former position if, for acceptable reasons, he resigns but does not start or cannot continue his studies within six months of his effective resignation date.

The 90-day period requirements following completion of the individual's studies may be extended on application of the individual to cover sickness, accident or other documented reasons beyond the individual's control.

★★ Text Of Mr. Griffin's Speech ★★

Text of the address presented by General Superintendent F. E. Griffin at the 5th annual Staff and Regular Representatives' Party at the Aruba Golf Club Feb. 12:

As we gather here tonight for a social evening, you cannot help being impressed by the large group of employees all engaged in employee representation at Lago. It goes without saying that in an industrial operation as large as ours there must be adequate means for determining the employees' feelings and opinions and assisting them in solving their problems. We have approached this need and we feel have quite successfully solved it at Lago, not by one elected committee, not by two committees, but by five advisory committees plus the Lago Employee Council, the bargaining group, with which we have a labor contract. We all know that it took time, training and patience on the part of the committee members and our supervisors to make this committee system work.

Our company, and I mean the worldwide group of companies comprising the Standard Oil Company (New Jersey), has been outstandingly successful in using a committee approach in the conduct of its business, not only for employee problems, but for administrative and operating problems as well. For instance, at Lago we have over 40 regular committees, not counting staff meetings which would be 50 more, for the conduct of our business. We think that it is truly a democratic way to conduct a business and handle our employees' problems.

About a year ago I made an extensive trip with a group of other management people from other units of the Jersey Company to study the organizational setup and operations of 10 separate Jersey affiliates. All of these companies are successful although all are subject to increasingly stiffer competition. They all had one thing in common. That was the very general use of committees to handle problems of their business, especially where personnel is involved. Their unions or federations elected from the employee group deal only with the company concerned since it is the strong feeling of all, fortified by long experience, that a home town

group elected from the employee body and with their interest in that employee group and local company, has proven to be the best form of employee representation.

By such a system there is better understanding of local problems, those of the employees, the company and the community. Hence, the interest of all these groups can be properly protected. In other words, it was the feeling of all of these companies, and I had the opportunity to talk with workers as well as management people, that they would not have the same confidence in outsiders, having other than local interests, handling their problems.

Today and in the recent past we have seen efforts to introduce another type of representation to our employees. The claim is made of advantages to be gained by such groups having ties with Mexico, Denver and other far-away spots of the world. Now, as serious minded men interested in the future of your fellow employees and this company, do we need so-called experts with alliances with these foreign countries to guide the future of our employees, perhaps in a disastrous direction? I say 'no' most emphatically and know that the vast majority of our employees feel likewise.

So, you men of the home team who have no entangling international alliances and with many years of successful experience dealing with us, I urge you to show by your action that our present employee representation system works well and is what you want preserved. It no doubt can be further improved by the excellent co-operation and team spirit that has made this a great company with an employee body second to none.

In conclusion, I would like to thank the members of the Lago Employee Council, the District Representatives group and all the advisory committees and various alternates, all of whom have served the employee body very capably in 1954. The year 1954 posed many problems which I think can truly be said were generally solved in a manner satisfactory to all. The year 1955 likewise poses some more of the same problems and

Representation Hailed at Party

(Continued from page 1)

He said the committee system provided a "better understanding of local problems" that involved the employees, the company and community. However, he pointed out, a movement to introduce a new type of representation "having ties with Mexico, Denver and other far-away spots of the world" was recently introduced.

After asking if "we need so-called experts with alliances with these foreign countries to guide the future of our employees?" he answered, "I say 'no' most emphatically and know that the vast majority of our employees feel likewise."

"So, you men of the home team who have no entangling international alliances and with many years of successful experience dealing with us, I urge you to show by your action that our present employee representation system works well and is what you want preserved."

After expressing the representatives' pleasure in attending the event, Mr. Martin said, "To us this function is an affirmation of our good employee relationship."

He described the party as the "outgrowth of years of peaceful negotiations. Our presence here is not only concrete evidence of this fact but is a confirmation of our faith and confidence in our mode of representation, and we feel that Management should never allow anything to mar or even disturb the equilibrium of this peaceful co-existence."

In a review of 1954, Mr. Martin ticked off the accomplishments of the committee representation system and said "we have entered 1955 with good and hopeful expectations."

These expectations, he said, were that the company would review the employees' problems with "patience and tolerance;" that the company's productivity would remain unimpaired; that "good human relations" would continue and that the prosperity of the company — "which we all know is synonymous with the prosperity of Aruba and us all" — would expand.

(The complete text of Mr. Griffin's address appears on this page.)

"Carnival"

(Continued from page 1)

tion shifted to Oranjestad where the Carnival Parade got underway at 3 p.m. Headed by the Lago Community band the parade wound throughout the town. In the line of march were the queen and all the candidates, over 90 motorized floats, calypso bands and dancers, brass bands, dancing troupes and mounted cowboys.

The parade, which took 2½ hours to pass the reviewing stand, wound up at the Wilhelmina Stadium.

The weekend was marked by carnival parties and dances staged by various organizations and private individuals.

Segunda Dia di Prensa ta Worde Tení Maart 1

Lago a fiha su segunda "Dia di Prensa" anual, na cual ocasion e lo recibí periodistanan for di e territorio aki pa Maart 1. Binti-tres homber y muher representando corant y stacion di radio na Aruba y Curaçao ta ariba lista di bishitante.

E "Dia di Prensa" cu ta worde organiza door di Departamento di Relaciones Publicas lo inclui un paseo den Medical Center nobo, operacionnan di dragamento den haaf di San Nicolas, un forum di prensa entitulá "Prensa Ta Desea di Sabi", un comida y un discurso pa Gerente General O. S. Mingus.

Un aeroplano fletá lo worde usá pa transportacion di e bishitantenan di Curaçao.

perhaps new ones that we have not faced before.

I am sure we will find solutions to all, however, with a continuation of the able assistance and understanding that you representatives have given in the past.

Recall Referendum Set On Two LEC Members

A referendum to determine if two Lago Employee Council members should be recalled has been scheduled for March 2, 3 and 4. The referendum will be based on a petition submitted by six District Representatives and signed by over 10 per cent of the LEC's national constituents.

The referendum is authorized by Article 4, Section 5 of the LEC constitution and by-laws which provides that council members may be recalled if a majority of the valid ballots cast in a referendum favor the recall.

Article 4, Section 5 further provides that a referendum will be held following the submission of a recall-request petition bearing the valid signatures of at least 10 per cent of the nationality group concerned.

A petition was submitted to the Industrial Relations Department Feb. 14 by DR's J. Lake, F. Maduro, H. G. Violenus, H. Narain, I. Ras and S. Malmberg. The petition asked that LEC Vice-President M. Croes and Member D. Flemming be recalled.

The petition said the "undersigned employees of the Lago Oil and Transport Co., Ltd., hereby declare our general disconfidence in the Councilmen M. Croes and D. Flemming, and..... we do not wish the above mentioned Councilmen to serve as members of the L.E.C."

The petition asked the company "to assist in conducting a referendum to recall the above mentioned councilmen." After certifying the petition bore the necessary number of valid signatures, the company scheduled the referendum for March 2, 3 and 4.

Mr. Croes, former secretary of the council, was elected vice-president earlier this month when the three offices of the council were vacated to provide for the election of a new slate of officers.

Representacion

(Continued from page 1)

e sistema di comité como e mehor medio di comunicacion entre empleadonan y empleador.

El a bisa cu e sistema di comité ta trecé "mehor comprendemento di problemanan local" cu ta involve empleadonan, compania y comunidad. Sinembargo, el a splica, un movernen pa introduci un otro forma di representacion "cu tin coneccion cu Mexico, Denver y otro lugarnan lejano di mundo" a worde introduci recientemente.

Despues di puntra si "nos tin mester di e mencionado expertonan cu alianza cu e terranan estranhero aki pa guia futuro di nos empleadonan?" el a contesta, "mi ta bisa 'no' mas expresivamente y mi sabi cu mayoria empleadonan ta sinti mescos."

"Pesey, boso hombernan di e equipo local cu no tin ningun alianza internacional y cu hopi anja di experiencia fructuoso tratando cu nos, mi ta suplica boso pa muntra pa medio di boso accion cu nos presente sistema di representacion pa empleadonan ta traha bon y cu ta esey ta loke boso kier preserva."

Despues di expresa placer di e representantenan pa atende e evento aki, Sr. Martin a bisa, "Pa nos e funcion aki ta un afirmacion di nos bon relacionnan."

El a describi e party como "resultado di anjanan di negociacion pacifico. Nos presencia aki no solamente ta evidencia concreto di e hecho aki pero ta un confirmacion di nos fe y confianza den nos modo di representacion, y nos ta sinti cu Directiva nunca mester permiti pa pasa algo cu por danja of ni stroba e equilibrio di co-existencia pacifico."

Repasando 1954, Sr. Martin a comenta tocante acomplecionnan di e sistema di representacion y a bisa cu "nos a drenta 1955 cu corazon yen di speranza."

E speranza aki, el a bisa, tabata cu compania lo repasa problemanan di empleadonan cu "pasenshi y tolerancia;" cu productividad di compania lo keda mescos; cu e bon "relacionnan humano" lo sigui y cu prosperidad di compania — "cual nos tur sabi ta synonymo cu prosperidad di Aruba y nos tur" — lo expande.

(Texto completo di discurso di Sr. Griffin ta ariba pagina 2.)

The council decided on the new slate after it agreed President J. Erasmus, who is also a member of the Netherlands Antilles Staten, could not devote enough time to his work as president of the LEC.

In the subsequent election F. H. Ritveld, former vice-president, was chosen president; Mr. Croes was chosen vice president and E. D. Tromp succeeded Mr. Croes as secretary.

The referendum will be supervised by an eight-member board. Mr. Ritveld will serve as chairman with Mr. Tromp, G. Giel and Mr. Erasmus serving as representatives of the LEC; Mr. Lake, Mr. Maduro, Mr. Narain and Mr. Violenus serving as representatives of the petitioning group.

The balloting will be conducted by 17 three-man teams. Each team will be headed by a foreign staff employee appointed by the company to serve as an impartial teller; an observer appointed by the LEC and an observer appointed by the petitioning group.

The voting, by time card ballot which will be brought to each eligible employee at his place of work, will run from 6 a.m. to 6 p.m. the three election days. The results will be made known March 5. Only national LEC constituents will be eligible to vote as Mr. Croes and Mr. Flemming are national councilmen.

Ten Nominated For SPAC Election March 16, 17, 18

Ten men have been nominated to compete for five seats on the Special Problems Advisory Committee in an election scheduled March 16, 17 and 18. Eight of the nominees are nationals; two are non-nationals.

Nominated to compete for four national, two-year seats were Incumbents Maximo Vries, R. E. Frank and G. V. Roos plus H. R. Narain, P. G. Brook, G. N. Willems, J. M. Hodge and W. C. Hopmans.

Nominated to compete for one non-national, two year seat were Incumbent G. E. Fernandes and Wellesley St. G. E. B. Cox.

Because of the company's reduction of non-national forces the committee, once made up of five national and three non-national representatives, will now be composed of six national and two non-national representatives.

Would-be petition candidates must return official petition forms, signed by at least 100 eligible voters, to the Committee Coordination Group by 4 p.m. March 1. The group is located in Room 212 of the Industrial Relations Building.

Armstrong Loaned To Abadan Consortium

Edmond G. Armstrong left Aruba early this month on furlough that would be followed by a loan assignment at Abadan. A head shipping clerk in the Accounting Department, he will be associated with the Iranian Oil Services, Ltd., Abadan, Iran, for approximately 18 to 24 months.

Mr. Armstrong came to Lago in March, 1932, after service from 1929 through 1931 with the Lago Petroleum Corporation at Maracaibo. He started at Lago as a junior clerk in Accounting. Remaining in Accounting during his entire tenure here, he served as shipping clerk, senior clerk and senior clerk II.

L. A. A. Van Romondt

Louis Alfred Alexander Van Romondt, second lieutenant in the Lago Police Department, died Feb. 17 at his home in Oranjestad. He had Lago service of over 16½ years. Born in St. Martin, he was 56. Survivors include his wife and two children.

Dos Miembro di LEC lo Ta Topico di Referendum

Un referendum pa determina si dos miembro di Lago Employee Council mester worde bahá a worde stipulá pa Maart 2, 3 y 4. E referendum lo ta basá ariba un peticion sumeti pa seis Representante di Distrito y cu tabata firmá door di mas cu 10 por ciento di constituyentenan nacional di LEC.

E referendum ta autorizá door di Articulo 4, Seccion 5 di constitucion di LEC cual ta bisa cu miembronan di Council por worde bahá si mayoría di votonan valido den un referendum ta na favor pa baha nan.

Articulo 4, Seccion 5 ta bisa ademá cu un referendum lo worde teni despues di sumision di un peticion cu firma valido di a lo menos 10 por ciento di e grupo di nacionalidad concerná.

Un peticion a worde sumeti na Industrial Relations Department Feb. 14 door di DR's J. Lake, F. Maduro, H. G. Violonus, H. Narain, I. Ras y S. Malmberg. E peticion ta pidi pa Vice-Presidente M. Croes di LEC y Miembra D. Flemming worde bahá.

E peticion ta bisa cu e "empleadonan suscritor di Lago Oil & Transport Co., Ltd., pa medio di esaki ta declara nos desconfianza general den Miembronan di Council M. Croes y D. Flemming, y... nos no ta desea pa nan ta miembro di LEC."

E peticion ta pidi compania "pa asisti den un referendum pa baha e dos miembronan di Council ariba mencioná." Despues di certifica cu e peticion tin e numero necesario di firma valido, compania a decidi cu e referendum lo worde teni Maart 2, 3 y 4.

Sr. Croes, anterior secretario di Council, a worde eligi vice-presidente principio di e luna aki ora e tres puesto di oficialnan den Council a worde haci vacante pa haci posible eleccion di oficialnan nobo.

Council a decidi pa eligi oficialnan nobo despues cu a worde combiná cu Presidente J. Erasmus, kende ta tambe un miembro di Staten di Amillas Holandes, no por a dedica bastante tempo na su trabao como presidente di LEC.

Den e eleccion cu a sigui F. H. Ritveld, anterior vice-presidente, a sali presidente; Sr. Croes a worde eligi vice-presidente y E. D. Tromp a sigui Sr. Croes como secretario.

E referendum lo worde corri door di un junta di ocho homber. Sr. Ritveld lo actua como presidente cu Sr. Tromp, G. Giel y Sr. Erasmus sirbiendo como representantenan di LEC; Sr. Lake, Sr. Maduro, Sr. Narain y Sr. Violonus lo sirbi como representantenan di e grupo di peticionista.

E votamento lo tuma lugar pa medio di 17 grupo di tres homber. Na cabez di cada grupo lo tin un empleada foreign staff nombrá door di compania pa actua como un teller imparcial; un observador nombrá door di LEC y un observador nombrá door di e grupo di peticionista.

E votamento, cual lo tuma lugar pa medio di carhi cu lo worde treci pa empleadonan na nan pia di trabao, lo socede for di 6 a.m. te 6 p.m. durante e tres dianan di eleccion. E resultadonan lo worde anunciá Maart 5. Solamente constituyentenan nacional di LEC tin derecho di vota como Sr. Croes y Sr. Flemming ta miembronan nacional di Council.

March 1 Retirement Date for Winterdal And Richardson

Jan Winterdal of the Pipe Craft and Ernest A. Richardson of the Lago Police Department will retire March 1. Mr. Winterdal will retire with service of over 27 years and Mr. Richardson with better than 18½ years' service.

Mr. Winterdal's Lago career began in December, 1926, as a laborer. During the next 27 years he shuffled between the Pipe Craft and the Catalytic Division. He will retire from his current position of pipefitter B in the Pipe Craft. Mr. Winterdal is an Aruban and is not leaving the island.

Mr. Richardson's service is completely with the Lago Police Department. He started in March, 1936, as a laborer second class. He has also held the posts of laborer, watchman and his present position of corporal B. Mr. Richardson's service was attained without a single deductible absence. He plans to remain in Aruba for six months and then return to his native St. Martin.



J. Winterdal E. A. Richardson

Winterdal y Richardson ta Retira Maart 1

Jan Winterdal di Pipe Craft y Ernest A. Richardson di Lago Police Department ta retira Maart 1. Sr. Winterdal ta bai retira cu mas cu 27 anja di servicio y Sr. Richardson cu mas cu 18½ anja di servicio.

Carera di Sr. Winterdal na Lago a cuminsa December 1926 como un laborer. Durante e siguiente 27 anja el a intercambia entre Pipe Craft y Catalytic Division. Den Pipe el a ocupa puestonan manera laborer, helper, pipefitter helper B, pipefitter C y pipefitter B, e puesto cu cual el ta retira. Mientras den Catalytic el a traha como still cleaner, pusher, gang foreman, tradesman primera y segunda clase y corporal A. Sr. Winterdal ta Arubiano y no ta bai for di e isla.

Servicio di Sr. Richardson ta exclusivamente cu Lago Police Department. El a cuminsa na Maart 1936 como laborer segunda clase. Tambe el a ocupa puestonan como laborer C y A, watchman A, corporal C y su posicion actual di corporal B. Sr. Richardson a atene su estado di servicio sin ningun ausencia descontable. El tin idea di keda Aruba seis luna y despues regresa pa St. Maarten unda el a nace.

traha bon y cu ta esey ta loke boso kier preserva. Indudablemente e por worde mchór mas leuw pa medio di e excelente cooperacion cu a haci e compania aki grandi cu un grupo di empleadonan cu ta exquisito.

En conclusion mi ta desea di gradici miembronan di Lago Employee Council, Representantenan di Distrito y miembronan di tur e comiténan consultativo y varios miembronan di recambio, kende a sirbi empleadonan na un modo tan capaz durante 1954. Anja 1954 a presenta hopi problema cual mi ta kere nas por bisa berdaderamente a worde solucioná na un manera satisfactorio pa tur. Anja 1955 na mes manera ta presenta algun di e mes problemanan y podiser algun nobo cu nos no a enfrenta antes.

Mi ta segur cu nas lo haya solucion pa tur cu continuacion di e asistencia y comprendemento capaz cu boso representantenan a muntra den pasado.

Jersey Official Visits Lago



ON A TOUR of Latin American affiliates of the Standard Oil Co. (N.J.), Miss Muriel E. Reynolds stopped off at Lago earlier this month. Miss Reynolds shown with Public Relations Manager B. Teagle, is Jersey Standard's assistant secretary in charge of stockholder relations. Her tour was designed to acquaint her with producing and refining operations.

ARIBA UN VIAHE bishitando afiliadonan Latino Americano di Standard Oil Co. (di New Jersey), Miss Muriel E. Reynolds a pasa na Lago na principio di e luna aki. Srta. Reynolds, munstrá aki hunto cu Gerente di Relacion Publico B. Teagle, ta segundo secretaria di Jersey Standard encargá cu relacionnan di accionistanan. Su viahe tabata dedicá pa e cerra conocí cu operacionnan di produccion y refinacion.

First Place

(Continued from page 1)

veness of the committee's work coupled with the increased interest in safety became apparent. Between June 3 and Aug. 9 the employees worked a total of 3,027,621 man-hours without a disabling injury and came within days of shattering the existing record.

Then, on Oct. 8, they started on a consecutive sawworking period that was to end in a new record 4,055,000 man-hours later. During the year Lago employees had 14 lost-time accidents of which 10 — in the manufacturing sections — applied to the contest.

Lago employees were given two Awards of Honor by the National Safety Council for twice working more than 3,000,000 man-hours without a disabling injury. Though complete records are not available here, it is believed their .68 frequency rate is the lowest ever posted by the first place winners.

Schedule of Paydays

Semi-Monthly Payroll

Feb. 16—28 Tuesday, March 8

Monthly Payroll

Feb. 1—28 Wednesday, March 9

Concurso

(Continua di pagina 1)

"seguridad ta asunto di tur" a plama den planta.

Segun e lunanan tabata pasa, e efectividad di e trabao di e comité combiná cu e aumento di interes den seguridad a bira evidente. Entre Juni 3 y Aug. 9 empleadonan a traha un total di 3,027,621 ora sin un desgracia causando desabilidad y tabata yegando e dianan pa kibra e record existente.

Despues, dia 8 di October, empleadonan a cuminsa cu un periodo consecutivo di seguridad cu lo caba den un record nobo di 4,055,000 ora di trabao despues. Durante e anja, empleadonan di Lago tabatin 14 accidente cu perdida di tempo di cual tabatin 10 — den seccion di refinacion — cu tabata conta pa e concurso.

Empleadonan di Lago a worde duna dos Premio di Honor door di Consejo Nacional di Seguridad pasobra dos bez nan a traha mas di 3,000,000 ora sin un desgracia causando desabilidad. Aunque un record completo no ta disponible ainda aki, ta e opinion cu e frecuencia di .68 ta esun di mas abao cu a yega di worde lográ door di ganadornan di promer lugar di e concurso.



ONE HUDRED and three students of the United Negro Improvement Association school in San Nicolas received diplomas the night of Feb. 14 for completing six-month courses in typing, shorthand, commercial correspondence, penmanship and English. Miss Marian Henderson (above), a Lago school teacher, handed out the diplomas.

UN CIEN y tres estudiantenan di e United Negro Improvement Association school na San Nicolas a recibi diplomanan Feb. 14 anochi pa complecion di un curso di seis-luna den typemento, shorthand, correspondencia comercial, school-schrijven, y Ingles. Sra. Marian Henderson (p'ariba) un maestra na school di Lago, a presentá e diplomanan.

★ Texto Di Discurso ★

Texto di e discurso presentá pa Superintendente General F. E. Griffin na di 5 Party Anual pa Representantenan Staff y Regular na Aruba Golf Club Feb. 12:

Ora nos topa aki awe nochi pa un encuentro social, bo no por yuda di ser impresioná pa e grupo grandi di empleadonan, tur activo den representacion di empleadonan na Lago. Ta claro cu den un operacion industrial tan grandi manera di nos mester tin medio adecuado pa determina sentimento y opinionnan di empleadonan y pa asisti nan pa solucioná nan problemanan. Nos a acerca e necesidad aki y nos ta sinti cu nos a saluacione cu exito na Lago no door di un comité eligi, tampoco door di dos, pero door di cinco comité consultativo plus Lago Employee Council, e grupo negociativa, cu cual nos tin un contract di trabao. Nos tur sabi cu a tuma tempo, entencimento y pasenshi na bouda di miembronan di comiténan y nos supervisornan pa pone e sistema di comité traha.

Nas compania, y mi kier meci e grupo di companianan den henter mundo cu ta forma Standard Oil Company (New Jersey), tabatin masha cantidad di exito den usamentu di e sistema di comité pa trata su asuntonan, na solamente pa problemanan di empleadonan, pero tambe pa problemanan di administracion y operacion. Por ehempal, na Lago nos tin mas cu 40 comité regular, no contando reunionnan di staff cual ta 50 mas, pa trata nos asuntonan. Nos ta kere cu berdaderamente esaki ta un manera democratico pa trata asuntonan y trata problemanan di nos empleadonan.

Mas af menos un anja pasá mi a haci un viaje largo cu un grupo di otro hendenan di directiva di otro unidanan di Jersey Company pa studia organizacion y operacionnan di 10 diferente afiliadonan di Jersey. Tur e companianan aki tin exito no obstante competicion cu ña pa dia: ta

bira mas fuerte. Tur tabatin un eas comun. Esaki tabata e uso general di comité pa trata problemanan di nan negoshi, specialmente unda personal ta involvi. Nan union of federacionnan eligi for di e grupo di empleadonan ta trata solamente cu e compania concerná como ta e fuerte sentimiento di tur, fortificá door di largo experiencia, cu un grupo local eligi for di entre empleadonan y cu nan interes den e empleadonan ey y e compania local, a proba di ta e mehor forma di representacion pa empleadonan.

Den un tal sistema tin mehor comprendemento di problemanan local, di empleadonan, di compania y di comunidad. Pesey, interes di tur e gruponan aki por worde protegá propiamente. En otro palabra, tabata sentimiento di tur e companianan ey, y mi tabatin e oportunidad pa papia tanto cu trabadornan como cu hendenan di directiva, cu nan lo no tin e mes confianza den hendenan di pafor, cu tin otro interes sino local, pa trata nan problemanan.

Awor y den reciente pasado nos a mira esfuertonan pa introduci un otra forma di representacion pa nos empleadonan. Tin hende ta pretende cu tal gruponan di ventaha pa matibo di nan conecionnan cu Mexico, Denver y otro puntanan lejano na munda. Awor, como hombernan serio interesá den futuro di boso companjeonnan di trabao y e compania aki, nas tin mester di e tal expertanan cu tin alianza cu e terranan estranhero aki pa guia futuro di nos empleadonan podiser den un direccion desastroso. Mas expresivamente mi ta bisa 'no' y mi sabi cu e mayoría grandi di nos empleadonan ta sinti mescos.

Pesey, boso hambenan di e equipo local cu no tin ningun alianza internacional y cu hopi anja di experiencia fructuosa trahando cu nos, na ta suplica boso pa muntra pa media di boso opinion cu nos presente sistema di representacion pa empleadonan ta

Working Safely

At Lago

Lago: One of the safest refineries in the world.

Authority: National Safety Council which last week announced that first place in the petroleum contest for manufacturing was won by Lago Oil & Transport Co., Ltd.

The fact that Lago is today one of the safest refineries in the world is of credit to the thousands of men and women who make up Lago's employee body. Management has always been keenly interested in the welfare of the employee body to the extent that whenever equipment, devices, training, publicity or meetings are needed to maintain Lago's safety the time is taken, the money is spent. Safety comes first.

But, regardless of what Management does it is the employee who makes an industrial enterprise a safe place to work. It is the employee who carries out safety programs; it is the employee who works safely by using protective equipment; it is the employee who corrects unsafe conditions; it is the employee who teaches safety by working safely. There are many additional ways the employee contributes to safety.

They all add up to the same conclusion: It is the employee who is all-important in the safety of a plant.

Lago wasn't always one of the safest refineries in the world. The history of safety at Lago dates back to Lago's beginning and as a formal program to 1930. From the early days to last year's National Safety Council winning year, Lago's safety history has been one of constant improvement, primarily through training, employee cooperation and promotion.

In the very beginning aspects of safety fell under the jurisdiction of engineering. In 1930 the first formal safety program was started by Lago's first safety supervisor, John E. (Jeff) Jeffries. Mr. Jeffries was hired by the Standard Oil Company of Indiana after working for the United States Bureau of Mines.

The Safety office was organized by Jan Beaujon under the direction of Mr. Jeffries. He set up a program of meetings, started displaying posters to make the employee safety conscious and in 1932 started keeping statistics. Confirmation of statistic-keeping came in a letter from the late T. S. Cooke, Lago vice president at the time, to J. W. Myers, present manager of the parent company's Insurance and Social Security Department

who in 1932 was in the Annuities and Benefits Department. Dated Oct. 27, 1932, it read:

"Confirming our conversation a few days ago on the subject, this matter has been discussed with G. W. Gordon and we of this department are unanimously agreeable to instigating at Aruba the system of Safety Department records and reports which you have standardized among the other divisions of the company's activities."

With the keeping of cold black and white figures on Lago's accident incidence, the emphasis on safety increased. The promotion of working safely was spread throughout the plant, meetings were enlarged to reach more employees on safe practices and with the growing interest in safety, the functions of the safety group increased.

In 1935 the Safety Division took over gas testing. Previously this had been a function of the laboratories. In 1938 the safety office took over gas testing on ships. The testers at the time were George Hemstreet of the Industrial Relations Department and the late Rae Brown.

On Sept. 1, 1937, Gordon N. Owen, acting assistant industrial relations manager, took over as safety director. He had Mr. Beaujon and G. V. (Nadi) Roos, safety inspector, on his staff.

Mr. Gordon's early program included a reorganization of the Safety Committee meetings, intensification of safety inspection and accident investigation and the overall promotion of safety and safety equipment.

"I have to chuckle to myself when I think of my first experience with hard hats at Lago," mused Mr. Owen when queried about safety in the thirties.

"Nobody wore hats when I first arrived. Checking around I found 50 hard hats in the loft at the tool room. I climbed up and tried a few. Finding one that fit I put it on and then the fun started. I probably drew more laughs than anyone that has walked through the refinery.

"Looking back at the first hard hat I can't say I blame the employees for laughing. Those early numbers were funny. The crown was made of aluminum and the brim was a hard, black rubber. The crowns were relatively high and perched on top of a man's head they didn't enhance his appearance any.



GOGGLES meant the difference between an injured eye and a normal employee. While breaking concrete last month a chip flew into his eye goggles took the impact. He wasn't even scratched.

BRIL tabata nifica e diferencia entre un wowo heridá y un wowo normo pleado aki. Mientras e tabata kibra beton luna pasá, un pida beton a bu su wowo. Su bril a wanta e sla. El mes no a haya ni siquiera un ras

"But then, they were not to enhance appearances; they were meant to protect the employee's head so that a falling object wouldn't change his appearance. With this in mind I figured the laughing would be well worth the price of getting Lago's employees to wear safety hats.

"And, I'm happy to say, after a while more and more requests were made for safety hats. Today, all employees are safety conscious and all wear hard hats in areas where needed."

A tremendous stride was made in 1943 with the intensification of accident prevention training. The technique was developed of breaking down jobs to show possible hazards and how these hazards could be overcome and the job done safely. With the help of the men in the Safety Division the supervisors were trained and, in turn, trained their men.

Safety prepared talks for the supervisors. The supervisors gave these talks to their men. This was the beginning of the five-minute safety talks popular throughout the refinery today. Accident prevention training is today one of the most important aspects of Lago's safety program.

An employee working safely is one who has been trained to work safely. He knows what hazards are attached to his job and what precautions to use. Pictured on these two pages are employees working safely. In each case they are using protective equipment and

(Continued on page 7)



RUBBER gloves, goggles and an apron are the protective pieces this employee wears while taking an acid sample. Regardless of the operation, protective equipment is available to help make Lago a safe place to work.

HANDSCHOEN di rubber, bril y lantera ta e piezanan protectivo cu e empleado aki ta bisti mientras e ta coi un muestra di acido. Aunque kiko e operacion ta, equipo protectivo ta disponibel pa yuda haci Lago un lugar di seguridad pa traha.



TO insure safe handling of aromatics employees must wash their tools after contact with lines carrying this oil. This employee has protective gloves, apron and goggles, which he may drop while washing his tools.

PA ASEGURA tratamiento sin peligro di aromático, empleadonan mester laba nan herment despues di contact cu linjanan cu ta contene e azeta aki. E empleado aki tin handschoen di proteccion, lantera y bril, cual el por kita ora e ta labando su hermentnan.



HIGH above the ground (above there is equipment to fall) **HALTO** ariba tera (ariba) of pa aparato pa proteha





UPON completion of a welding job, excess weld is chipped off the surface. Pieces of flying weld could very easily lodge in the eye. To ward off such possible injury this employee wears protective goggles.

DESPUES di a completa e trabao di welding, e partinan cu tin welding di mas ta worde parahá. Pida welding chips cu ta bula por masha facil bai den wowo di hende. Pa proteha su mes contra posible desgracia, e empleado aki ta bisti bril di proteccion.



HOT SPARKS, intense glare are no friends of Lago's welders. Working safely to these employees means wearing a face shield with special glass and welder's gloves. A hard hat completes the protective gear.

CHISPA CAYENTE, candela fuerte di welding no ta amigo di welders di Lago. Traha cu seguridad pa e empleadonan aki ta nifica bisti un resguardo cu glas special pa proteha nan cara y handschoen di welder.

Trahando cu Seguridad na Lago

Lago: un di e refinarianan mas seguro na mundo.

Autoridad: National Safety Council cu a anuncia siman pasá cu promer lugar den concurso di petroleum pa fabricacion a worde ganá door di Lago Oil & Transport Co., Ltd.

E hecho cu awendia Lago ta un di e refinarianan mas seguro na mundo ta debi na e miles di homber y muherman cu ta forma e grupo di empleadonan di Lago. Semper directiva tabata interesá den bienestar di empleadonan asina cu ki ora cu herment, aparatonan, entrenamento, publicidad of reunionnan ta necesario pa mantene seguridad di Lago e tempo ta worde tumá y e placa ta worde gastá. Seguridad promer cu tur cos.

Pero, no maske kiko Directiva haci ta e empleado ta esun cu ta haci un empresa industrial un lugar seguro pa traha. Ta e empleado ta esun cu ta realiza programanan di seguridad; ta e empleado ta esun cu ta traha cu seguridad door di usa aparatonan protectivo; ta e empleado ta esun cu ta corigí condicionnan inseguro; ta e empleado ta esun cu ta sinja seguridad door di traha cu cuidao. Tin hopi otro manera den cual e empleado ta contribui na seguridad.

Tur ta bin suma na e mes conclusion: ta e empleado ta esun cu ta mas importante cu tur cos den seguridad di un planta.

Lago no tabata semper un di e refinarianan mas seguro den mundo. Historia di seguridad na Lago ta origina for di su principio y como un programa formal desde 1930. For di e promer dianan te anja pasá den cual e concurso di National Safety Council a worde ganá, historia di seguridad na Lago tabata uno di mehoracion constante, primeramente pa medio di entrenamento, cooperacion entre empleadonan y compania.

Den promer principio aspectonan di seguridad tabata cai bao jurisdiccion di engineering. Na 1930 e promer programa formal di seguridad a worde cuminsá door di promer supervisor di seguridad na Lago, John E. (Jeff) Jeffries. Sr. Jeffries a worde empleá door di Standard Oil Company di Indiana despues di traha pa United States Bureau of Mines.

E oficina di seguridad a worde organisa bao direcion di Jan Beaujon di Industrial Relations Department. El a establece un programa di reunion, cuminsa exhibi posters pa haci empleadonan realiza kiko ta seguridad y na 1932

cuminsa tene datos estadisticos. Confirmacion di tenemento di datos estadisticos a bini den un carta di defunto T. S. Cook, e tempo vice-presidente di Lago, pa J. W. Meyers, actual gerente di Insurance & Social Security Department di compania mayor kende na 1932 tabata den Annuities & Benefits Department. E carta bao fecha di October 27, 1932 tabata bisa:

"Confirmando nos combersacion algun dia pasá tocante e asunto, e asunto aki a worde discuti cu G. W. Gordon y nos di e departamento aki ta unanimamente di acuerdo pa promove na Aruba e sistema di records y reports di Safety Department cu bo a standardiza entre e otro divisionnan di actividadnan di compania."

Teniendo cifranan tocante desgracianan na Lago, importancia di seguridad tabata crece. Promocion di trahamento cu seguridad a worde planá den henter planta, reunionnan a worde haci mas amplio pa alcanza mas empleadonan tocante practiconan di seguridad y cu interes creciente den seguridad, funcionnan di e grupo di seguridad tabata aumenta.

Na 1935 division di seguridad a tuma over testamento di gas. Antes esuki tabata un funcion di laboratorionan. Na 1938 oficina di seguridad a tuma over testamento di gas ariba bapornan. E tempo e testernan tabata George Hemstreet di Industrial Relations Department y defunto Rae Brown.

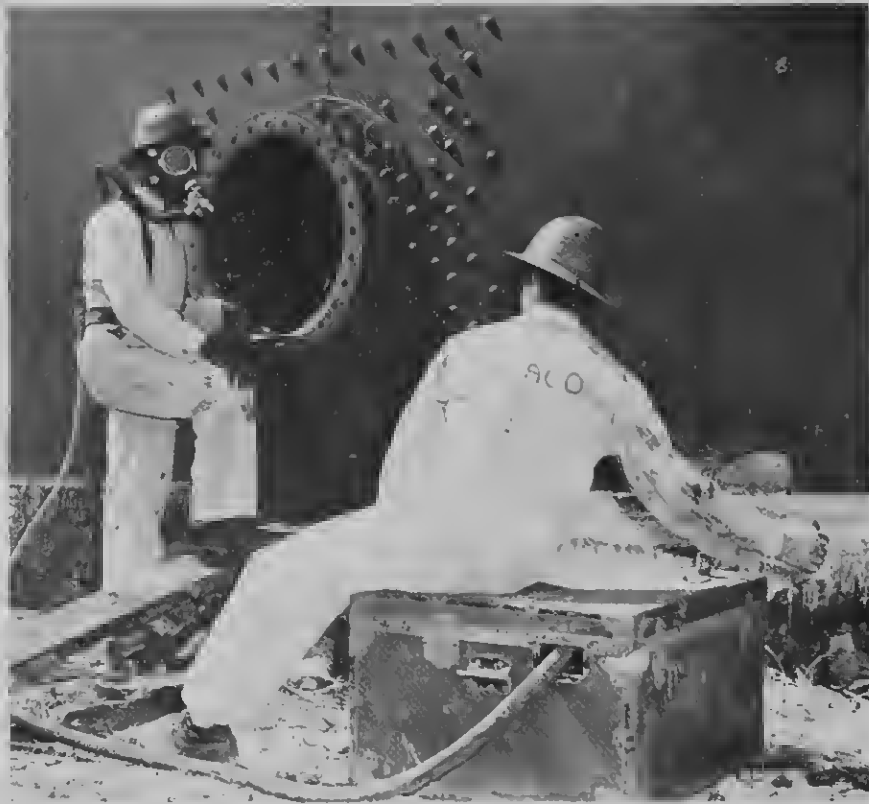
Sept. 1, 1937, Gordon N. Owen, acting assistant industrial relations manager, a tuma over como director di seguridad. El tabatin Sr. Beaujon y G. V. (Nadi) Roos, inspector di seguridad, ta traha cu ne.

Promer programa di Sr. Owen tabata inclui un reorganizacion di reunionnan di Comité di Seguridad, intensificacion di inspeccion di seguridad y investigacion di accidente y promocion en general di seguridad y aparatonan di seguridad.

"Mi mester havi den mi mes ora mi corda ariba mi promer experiencia cu sombré duro na Lago," Sr. Owen a bisa ora a puntre'le tocante seguridad den anjanan trinta.

"Ningun hende tabata bisti sombré tempo mi a yega. Ora mi a check mi a haya 50 sombré duro bao plafond di tool room. Mi a subi y pas algun. Ora mi a haya uno cu tabata sirbi mi a bistie'le y anto pret a cuminsa. Hendenan a hari mi barica yen.

"Si mi recorda e promer sombré duro anto mi no por tuma e empleadonan na (Continua na pagina 7)



FRESH AIR masks must be worn in fume-filled spaces where the oxygen supply is doubtful.

MASCARADA di aire fresco mester ta bisti den espacionan húmedo caminda supply di oxígeno ta dubioso.



BEFORE opening a caustic valve the employee dons goggles, gloves, stands on a wooden board and uses wash water.

PROME cu habri caustic valve, e empleado ta bisti bril handschoen, para riba un tabla y usa awa pa laba.



ing an acid level (below) go's employees.

nivel di acido (abao) fin nan di Lago.



New Tug "Esso Oranjestad" Replaces Veteran "Delaplaine"

Lago has put a new tug the "Esso Oranjestad" — into operation to replace the veteran "Delaplaine." The "Esso Oranjestad," larger and more powerful than the "Delaplaine," was purchased to keep pace with the increasing demands on San Nicolas Harbor.

Capt. J. Boje, who with an 11-man crew brought the "Esso Oranjestad" in a stormy, eight-day trip from Port Arthur, Texas, to Aruba, said of the tug, "She's a wonderful ship. I'd take the 'Queen Mary' across the Atlantic with her."

The "Esso Oranjestad" was built by the Gulfport Shipbuilding Corp. at Port Arthur. One hundred and five feet long, with a 27-foot beam and a draft of 12', 8 $\frac{3}{4}$ ", she is powered by a 16-cylinder diesel engine whose 1440 horsepower turn an electric generator and motor.

Despite her size, the tug can turn in her own length. Engine controls which operate directly from the wheelhouse or boat deck aft give the "Esso Oranjestad" additional maneuverability needed to operate in a harbor like San Nicolas.

The tug is fitted with the latest fire-fighting equipment. A separate diesel engine drives a water pump which can push 1600 gallons of water a minute through three hose towers. She carries foam equipment capable of delivering some 8333 gallons per minute.

The "Esso Oranjestad" is further equipped with a radio telephone in

the wheelhouse and a small repair shop in the engine room. The ship was delivered with an extra propeller, propeller shaft and other spare parts.

The "Delaplaine," 35 years old, will be sold. Built in 1920 to handle ships smaller than most of those in service today, the tug is no longer considered adequate for the traffic in San Nicolas Harbor.

The "Esso Oranjestad" left Port Arthur Jan. 29 and headed for New Orleans, La., where, at the Todd — Johnson Drydock, Inc., the tug took in tow a self-propelled, shallow-water drilling barge for delivery to the Creole Petroleum Corp. in Venezuela.

"Small craft warnings were flying when we dropped the pilot at the mouth of the Mississippi River," Capt. Boje said, "but I knew I had a good ship under me. Beside we had plenty of stores and at this time of the year one of those storms is apt to blow for days. So we started out."

The tug, with the 100-foot-long barge astern at the end of a two-inch-thick steel cable, poked its nose into the Gulf.

"The seas hit us immediately and we started to 'dance,'" the captain said. "But after we were sure the barge would ride all right, I decided to keep on."

Though he had charted the voyage by way of Cape San Antonio, Cuba, Grand Cayman and Jamaica, the seas — which at times broke over the wheelhouse — forced Capt. Boje to alter course.

In order to minimize the effect of the waves, he hugged the southern coast of Cuba past the Isla de Pinas, southeast to Cabo Cruz and then to Navassa Island.

Off the southwest coast of Haiti, however, the captain had no choice but to change course and head through unprotected waters for Aruba. All through the log for this portion of the trip appears the terse report "Heavy seas. Wind Force 6. Tow riding well."

Capt. Boje, a veteran of 34 years, admitted the tug's pitching and tossing was too much for him. "For the first time in my life," he confessed, "I was seasick." H. L. Simpson, a former Lake Fleet engineer who has been at sea close to 40 years, went to Port Arthur to serve as chief engineer for the delivery trip. He denied suffering any mal de mer but allowed "I did have a slight headache."

The effect of the storm-tossed, 1573-mile trip was apparent when the "Esso Oranjestad" tied up at Lago's Butterworth Dock Feb. 10. Paint had been scrubbed from the wheelhouse and the bow by the towering waves. Ropes bent around life preservers had come partially unbraided.

The tug itself, however, had earned the admiration of the captain and the crew. As he turned the "Esso Oranjestad" over to Capt. J. H. Mitchell, Capt. Boje said, "She's a fine ship. She'll serve you well."



AFTER 36 years of service in Mexico and Aruba, the "Delaplaine" will be sold and replaced by the "Esso Oranjestad."

DESPUES di 36 anja di servicio na Mejiico y Aruba, e "Delaplaine" lo worde bendí y reemplasá door di e "Esso Oranjestad."

Captain Writes A History

"Delaplaine" To Be Sold

When fire struck Lago's No. 1 Gasoline Dock last month, it was the tug "Delaplaine" that helped haul the S.S. Nychammer from its downwind berth, then came back to help pull the burning S.S. Hammersborg away from the blazing dock.

The task was routine for the "Delaplaine." For over 25 years the tug has been mixing heroics with its routine job of helping ships in and out of San Nicolas Harbor. Now, outstripped by the growth of tankers, the "Delaplaine" is to be sold.

Capt. J. B. Fernando, long master of the tug, has written an account of some of her experiences.

"My first sight of the tug 'Delaplaine,'" Capt. Fernando wrote, "was at Tampico, Mexico, in June, 1924. She was then called the 'Pepe Morales' and was engaged in docking ships at the Huastaca Petroleum Co. wharf. My second sight of her was in July, 1929, when as second mate of the S.S. Invergordon I made fast her tow rope when docking in San Nicolas Harbor."

The tug had been transferred from Mexican to American registry and had come to Aruba under Capt. Andy Sloss to serve the refinery that was then under construction. One of the present engineers, George Verschuur, was signed aboard the "Delaplaine" in 1931. Capt. Fernando became master in June, 1932, just in time to help fight another ship fire.

"My first assignment as master of the 'Delaplaine,'" Capt. Fernando recalled, "was with the lake tanker 'San Nicolas' which had an explosion and was on fire only 50 feet astern of the tug's berth."

"All hands and all eyes were on the 'Delaplaine' that night. First the 'San Nicolas' had to be towed clear of the wharf and pushed aground on the reef, then a big tanker with a cargo of casing head gasoline had to be undocked. This accomplished, the 'Delaplaine' returned to the burning lake tanker and successfully put out the fire."

"Throughout her career in Aruba the 'Delaplaine' has been employed as a fire-fighter, salvage vessel, passenger tender and even deep-sea fishing craft. As a passenger tender she must have transported hundreds of Lago's personnel to and from tankers and Grace liners."

"She was even dispatched to Curaçao one time to bring General Manager L. G. Smith, Capt. Robert Rodger and Mrs. Rodger back to Aruba. When Mr. Smith saw her in Curaçao he made the excuse of other business, but Capt. and Mrs. Rodger had no alternative. They made the passage which was accomplished in under seven hours."

"Among the 'Delaplaine's' salvage operations are three outstanding exploits which are a credit to her size and power. One was a big German tanker aground on the sandy beach near Macolla Lighthouse, Venezuela."

"The 'Delaplaine' could not tow such a big vessel afloat, but she did successfully carry out the vessel's starboard anchor and five shackles of cable, then took a tow rope from the stern. By heaving on the anchor

line, and with the 'Delaplaine' towing astern, the vessel was refloated and proceeded to Aruba.

"Another outstanding job was towing the T-2 tanker S.S. Umatilla which had broken down off Aruba. All that watchers on shore could see was a big cloud of smoke as the 'Delaplaine,' at a little better than half a knot, towed the vessel into San Nicolas Harbor."

"The third was the T-2 tanker S.S. Chapultepec. The ship, with a full cargo of aviation gasoline, had lost her steam. About 40 miles from Aruba it was discovered that the vessel had more water than oil in her bunkers."

"So the 'Delaplaine's' job was to supply steam to pump out the water, then to assist her in raising steam again. The many connections, adapters and pipes on board the tug made a somewhat hazardous task an easy one."

"From 1929 to 1946 the 'Delaplaine' was the king pin around San Nicolas Harbor. She was engaged in docking all classes of ships, from the big whale factories to sailing vessels. Prior to 1936 all ships entered by the East Entrance and had to be swung around and berthed broadside to the prevailing wind."

"The work kept the tug busy. Often she was praised and perhaps just as often cursed, for before she got new boilers she would belch forth smoke to blind and blacken all around her."

"With the good old age of 36 years, the 'Delaplaine' is soon to be replaced by the new, more powerful 'Esso Oranjestad.' It will be 'off with the old and on with the new,' but the 'Delaplaine,' although a fair age, can and will give many more years of good, reliable service."

Remolcador Nobo a Reemplaza Remolcador Veterano "Delaplaine"

Lago a pone un remolcador nobo — "Esso Oranjestad" — na operacion pa reemplazá e veterano "Delaplaine". "Esso Oranjestad", cu ta mas largo y tin mas forza cu "Delaplaine", a worde cumprá pa tene paso cu demanda creciente den Haaf di San Nicolas.

Captan J. Boje, kende hunto cu un tripulacion di 11 homber a trece "Esso Oranjestad" den un viahe tempestoso di ocho dia for di Port Arthur, Texas, pa Aruba, a bisa di e remolcador cu "E ta un boto maravilloso. Mi lo hiba 'Queen Mary' atravez di Atlantico cu n'e."

"Esso Oranjestad" a worde construi door di Gulfport Shipbuilding Corp. na Port Arthur. E remolcador cu ta un ciento y cinco pia largo, 27 pia di hanchu y tin 12'-8 $\frac{3}{4}$ " di calado, ta worde mandá pa un motor di diesel di 16 cilindro, cu 1440 forza di cabai y cu ta draai un generador y motor electrico.

No obstante su largura, e remolcador por draai den un distancia di su mes largura. Controlnan di e motor cu ta opera directamente for di timonera of deck atras ta duna

"Esso Oranjestad" mas abilidad pa haci maniobras cu ta necesario pa opera den un haaf manera di San Nicolas.

E remolcador ta equipá cu equipo di mas nobo contra candela. Un motor di diesel apart ta opera un pomp di awa cu por manda 1600 galon di awa den un minuto door di tres hose. Tambe e tin equipó di foamite abordo y por manda como 8333 galon pa minuto.

"Esso Oranjestad" ademas ta equipá cu un radio-telefon den camarote di stuur y tin un shop di reparacion den cuarto di mashin. E boto a worde ricibi cu un chapaleta extra, un propeller shaft y otro piezanan.

"Delaplaine" cu ta 35 anja bieuw lo worde bendi. E remolcador aki cu a worde trahá na 1920 pa duna servicio na bapornan mas chikito cu esnan cu awor ta na servicio, no ta worde considerá adecuado mas pa trafico den Haaf di San Nicolas.

"Esso Oranjestad" a sali for di Port Arthur... di Januari y a coi rumbo pa New Orleans, La., unda na Todd-Johnson Drydock, Inc. e remolcador a tuma un lancha di boor cu su mes propulsion pa worde

entregá na Creole Petroleum Corp. na Venezuela.

"Senjalnan di bapor chikito a worde hizá na master ora e loods a baha den boca di Rio Mississippi," Captan Boje a bisa, "pero mi tabata sabi cu mi tabatin un bon bapor bao mi mando. Ademas, nos tabatin hopi provision abordo y na e tempo di anja aki cuakier di e biontonan fuerte por wel di supla pa dianan largo. Asina nos a principiá nos viahe."

E remolcador, cu e lancha di 106 pia largo atras na fin di un waya di staal di dos inch diki a pone su cabez den direccion di lamar di Golfo.

"Lama halto a cuminza enfrentá nos mes ora y nos a cuminza 'balia'," e captain a bisa. "Pero ora nos tabata sigur cu e lancha por nabega bon, mi a dicidi di dal bai."

Aunque el a planeá e viahe pa pasa via Cabo San Antonio, Cuba, islanan di Caiman y Jamaica, lama bruto — cu tin bez tabata kibra te ariba camarote di stuur — a forza Captan Boje pa cambia su curso.

Pa mengua e efecto di e olanan, el a pasa na banda zuid di costa di Cuba banda di Isla de Pinas, den direccion zuid-oost pa Cabo Cruz y despues pa Isla Navassa.

Na altura di zuid-west di costa di Haiti, sin embargo, e captan no tabatin otro recurso sino di cambia su curso y pone rumbo pa Aruba door di lama grandi sin proteccion. Tur parti den e registro pa e parti di e viahe aki ta aparece e relato cortico "Lama halto. Forza di Biento 6. Lancha ta nabega bon."

E efecto di e viahe di 1573 milja cu sacudimento di e tempestad tabata evidente ora "Esso Oranjestad" a marra na Butterworth Dock di Lago dia 10 di Februari. Verf a worde kité for di camarote di stuur y padilanti di e remolcador door di e olanan bruto. Cubuya marrá rond di salvavidas tabata parcialmente kibra.

E remolcador mes, sin embargo, a merece admiracion di e captan y tripulante. Mientras el a pasa "Esso Oranjestad" pa Captan J. H. Mitchell, Captan Boje a bisa: "E ta un bon barco. El lo duna ho hon servicio."



COMPLETED Jan. 18, the "Esso Oranjestad" is shown undergoing performance tests off the coast of Texas prior to delivery to Lago.

COMPLETÁ Jan. 18, e "Esso Oranjestad" ta worde munstrá tumando testnan di ejecucion na costa di Texas promer cu el a worde mandá na Lago.

New Traffic Sign On Aruba Road

A square blue sign bearing a white 'H' with three white dots on the road 12 meters each side of the sign makes up Aruba's latest traffic device.

The area designated by the dots and the sign are for commercial buses and station wagons only. This area is for the commercial use of picking up or discharging passengers. Private cars may not park within the area shown by the dots 12 meters on each side of the sign.

Calixtra Songui

Calixtra Songui, a garage mechanic A with Lago service of over 26 years, died Feb. 18 at Lago Hospital. He is survived by a sister in Trinidad. He was 45 years of age.

Naturalist Finds Aruba Wildlife Haven During Jaunt Into Cunucu

THE FROG ON HIS LOG

On his log
by his bog
Sits this little green frog,
and his eyes are o-poppin'
right out of his noggin'
'Conspire in the trees
the birds and the bees
are o-huzzin' —
And cousin, this little frog
leaps off his log
and jumps thro' the trees
with the greatest of ease
Then opens his pup
and from that pup
zooms a tongue that's stirky
— and plenty tricky.

And that's how the log
latches on to a bug.

This little poem by Robert C. Hermes, who recently gave a series of lectures in Aruba on wildlife and showed several motion pictures he has made of birds, insects and other inhabitants of the wilds, might almost be taken as a full-scale biography of its author. For the poem reflects the sly wit, brevity, accurate observation of important detail, the deep understanding of living creatures and the down-to-earth reporting that make Mr. Hermes not only an extremely popular lecturer but one of the most relaxed — and relaxing — men one is likely to meet.

But Mr. Hermes was not always relaxed nor has he always been a naturalist, movie-maker, photographer, writer and lecturer. For the first 33 years of his professional life Mr. Hermes was a commercial artist engaged in the highly competitive field of package-design.

"It was 32 years too long," says Mr. Hermes.

Mr. Hermes set out to be a portrait painter and studied under a number of great and near-great American artists, including the well-known Thomas Benton and the highly respected teacher of art, Kimmon Nicholades. Commercial art promised to be more lucrative than the portrait painting business, so Mr. Hermes decided to enter that kind of work.

As a "visualizer" Mr. Hermes was at the top of his field. He created the ideas for packages, made rough sketches and indicated the colors to be used. Then other, less gifted artists did the routine work of finishing off the drawings that would serve as the patterns for the packages.

"I worried all the time," he recalls. "Finally I had a series of attacks of 'battle fatigue' and decided I'd had enough."

When his nerves cracked he returned to a boyhood interest in insects. He combined it with photography, his hobby for the past 18 or 20 years. Soon nature-study groups in his neighborhood were asking him to show his movies at their meetings.

Shortly after he began to show his new-found work publicly he was invited to Canada to exhibit his movies and to deliver a lecture before the Royal Canadian Institute.

Although he lived in Niagara Falls, N.Y., at the time and shared the giant spillway with Canadians who lived at the other end, Mr. Hermes had never heard of the Royal Canadian Institute. When a formal invitation arrived following his initial acceptance and he was asked to state his preference for evening wear (tuxedo versus full-dress), he decided it was time to ask Canadian friends about the organization.

He learned that the Royal Canadian Institute is one of the world's foremost "lecture platforms" and that he could expect an audience of some 2000 people for his first professional appearance as a lecturer. With this information, Mr. Hermes found that his casual manner with regard to his coming appearance in Canada had vanished. He went to



IN five minutes, a dozen hummingbirds.

DEN cinco minuut, un dozijn di parja.

work trying to "fix up" his films and the old tensions closed in around him. He was unable to sleep for three nights before the lecture.

The Royal Institute must have been pleased with his efforts for he was invited back nine times that same year.

During one of his appearances before the Royal Institute, Wayne Short, manager of Screen Tours for the National (U.S.) Audubon Society, was in the audience. After the show, Mr. Short talked Mr. Hermes into signing on as a lecturer for Screen Tours. That was four years ago and Mr. Hermes has been at it ever since.

Most of the movies he shows were produced before he began his lecture tours. In making some 630 lecture appearances in the U.S. and Canada during the last four seasons he hardly has time for movie-making. Now, however, he does have two more in production which he hopes soon to add to his list. One is to be called "Strictly for the Birds," a movie that will tell of the importance of conservation of birdlife; the other is to be about wild-life among the islands of the Caribbean and the need for its conservation.

Mr. Hermes' interest in nature ranges from grasshoppers to whales, but he doesn't consider himself an expert. With his flair for observing and his ability in photographing the unique and most interesting aspects of animal life he is able to appeal to a wide number of people. He knows what will interest other people and he knows how to present his ideas to them. These same factors were undoubtedly responsible for his success in package design and other phases of commercial art.

In a charming, easy-going way that is filled with gentle humor Mr. Hermes can point out more life in a square foot of cunucu than most people are likely to observe in an entire city. To many a person, a walk through the country-side is merely that — a walk through the country-side! Under Mr. Hermes guidance, however, it takes on an air of excitement and intense interest for everyone he reaches.

During his visit to Aruba he took a brief walk in the cunucu. In a little grove of trees and wild shrubs near Boca Fontein he sat for a moment listening and watching. He began to make a sharp sucking sound with his mouth against his hand. In five minutes he was surrounded by at least a dozen hummingbirds. They came in one or two at a time, twittered in the bushes a few yards away, hovered for a moment, then zipped away. Shortly other birds came in and Mr. Hermes identified a number of them, although some he had never seen before. "This is a haven. What a wonderful place," he said.

The importance and charm of much of his work stems not so much from what he discovers about nature but the way in which he discovers it for others as well as for himself. Nearly everyone is delighted with his

pictures of frogs which perform on the trapeze, of the gannets as they build nests, make love and care for their young, of the life-and-death struggles of spiders and tarantulas, grasshoppers and the praying mantis.

Mr. Hermes, who lives with his wife near Homestead, Fla., 24 miles south of Miami on U.S. I, has two grown children. His son is a student at the University of Buffalo (N.Y.), and his daughter, now married, is also an author on wildlife. She wrote the lead article, "My Friend Godfrey — An Owl," for the current issue of the Audubon Magazine.

The Hermes house is located in a five-acre avocado grove on which other varieties of tropical fruit also grow. Among them: grapefruit, oranges, kumquats, mangoes, lichi nuts. Happily for naturalist Hermes, his Florida home is just 15 minutes drive from the Everglades National Park.

Recently Mr. Hermes had a boa constrictor for a pet. According to him snakes have personalities just as people do. "One I had," he says, "was real gentle." Most boa constrictors, he reports, are afraid of being restricted and will crush anything that tries to bind their freedom of movements. But his snake didn't mind and never turned on the pressure stored in his powerful 6-foot, 42-pound body even if squeezed quite firmly in the hands of one of his owners.

Although he tries to understand all his pets and treats them with kindness, Mr. Hermes never allows himself to become emotionally attached to them. (For a man who might wish to "adopt" upwards of a hundred pets a year, this seems like a wise policy.) Consequently he never gives them names and his "gentle" boa constrictor was no exception. The kids in the local high school where the snake often appeared as the subject of a lecture, however, named the enormous reptile "Bo-Bo."

When the boa constrictor's appetite grew to three mice a week and mice were costing 50 cents apiece, Mr. Hermes gave the pet to a local zoo.

Magazine articles by Mr. Hermes have appeared in "Life," "Colliers," "London Illustrated Weekly," and "The National Geographic." Pictures of his pet frogs performing on string trapezes have been used over and over again in all manner of publications including a highly scientific text book on frogs.

His current trip — a non-professional tour made while he is on "vacation" — was made as a favor to the Audubon Society which is paying his expenses in the interest of bringing the ideas of conservation of wildlife to the Caribbean.

Trahando cu Seguridad



LAGO'S new safety flags which went up Feb. 26 bear two stars emblematic of the National Safety Council Award of Honor for working over three million man hours without a disabling injury in 1951 and 1954.

LAGO su banderanan nobo di seguridad cual a worde hisá Feb. 26 tin dos estrella como emblema di e National Safety Council Award of Honor pa mas cu tres mil hora di trabao cu nos a traha sin un accidente di discapacidad na 1951 y 1954.

(Continuá si pagina 5)

malo cu nan a hari. Nan tabata masha gracioso. E corona tabata di aluminio y e raná tabata di un rubber preto duro. E corona tabata keda halto ariba un hende su cabez y no tabata drecha su tipo mucho.

"Pero nan no tabata pa drecha tipo tampoco; nan tabata pa protega cabez di e empleado asina cu cosnan cu cai for di laria lo no danja su tipo. Cu esaki na cabez mi a pensa cu e harimento vale la pena pa costumbra empleadonan di Lago pa bisti sombré di seguridad.

"Y, mi ta contento pa bisa, despues di poco tempo mas y mas pedida tabata bini aden pa sombré di seguridad. Awendia tur empleadonan ta realiza kiko ta seguridad y tur ta bisti sombré unda ta necesario."

Un paso tremende a worde haci na 1943 cu intensificacion di entrenamiento den prevencion di accidente. E metodo a worde desarroyá pa kibra un joh den varios seccion pa muntra posible peligranan y com e peligranan ey por worde evitá. Cu ayudo di hendenan den Safety Division supervisoronan a worde entrená, y nan, en turno, tabata entrena nan trahadornan.

E oficina tabata prepara charla pa supervisoronan. E supervisoronan tabata duna esaki na nan trahadornan. Esaki tabata e principio di e charla di seguridad di 5 minuut cu awendia ta popular den henter refinaria. Entrenamento den prevencion di accidente awendia ta un di e aspectonan mas importante den programa di seguridad di Lago.

Un empleado cu traha cu seguridad ta uno cu a worde entrená pa traha cu seguridad. El sabi ki peligranan ta scondi den su trabao y ki precaucion el mester tuma. Ariba e retrato ariba e dos paginan aki tin empleadonan cu ta traha cu seguri-

dad. Den cada caso nan ta usa aparatonan protectivo y ta haciendo e trabao den e manera mas seguro posible.

E charlanan a resulta den e charlanan di seguridad di cinco minuut mientras e material prepará door di oficina di seguridad a resulta den e Safety Newsletter. Informacion tocante seguridad a bini asina tanto na demanda cu Safety Division a inicia e boltin aki. Awor e ta sali tur siman.

Ademas di e boletin, tin hopi otro manera cu seguridad a worde promoví. Un di mas efectivo tabata entrenamiento constante. Door di e medio aki no solamente e empleado ta haya sabi com e mester traha cu seguridad, pero e ta sinja realiza kiko ta seguridad y ta practica esaki unda cu el bai. Sinembargo, en cuanto ta toca promocion visual, tin jumbo display boards, scoreboards, visual aids, boletin di accidente y e manual di practiconan di seguridad.

E jumbo display boards, di cual tin tres, a originá na 1939. E scoreboards na 1938. E promer version di e scoreboard tabata un calendar, di dos tabata un cifra grandi munstrando tur e desgracianan cu a resulta den discapacidad. E ultimo scoreboard, devisá pa E. J. Kulisek, actual division head, a bini na vigor na 1953. E banderanan cu ta bula cu e scoreboardnan a bini na 1947. E promer bandera a worde hizá door di John Lykins, eastern division superintendent e tempo.

Kiko ta resultado di e tremende programa di seguridad aki? El a resulta den un di e refinarianan mas seguro na mundo — Lago.

Cu cooperacion di cada empleado cu tin seguridad na pecho, e ta culmina den tal cosnan manera ganamento di e concurso pa clase di fabricacion di petroleo di National Safety Council tres vez — 1947, 1949 y 1954.

E kier meen cu empleadonan di Lago, cu a sinja realiza kiko ta seguridad door di entrenamiento intensivo y promocion durante ultimo 25 anja, a baha e frecuencia di desgracia causando discapacidad for di un punto na 1932 tempo tabatin 16 desgracia causando discapacidad pa cada million manhours di trabao pa anja pasá tempo cu mas cu dos million manhours a worde trahá promer cu tabatin un desgracia cu a causa discapacidad.

Mas importante ta cu e ta nifica cu empleadonan di Lago ta trahando den un planta seguro cu nan a haci seguro y cu diariamente nan ta mantene e seguridad.

down-down-down, from a point in 1932 when there were 16 disabling injuries for each million man hours to last year when over two million man hours were worked before one disabling injury was suffered.

Most important it means that Lago's employees are working in a safe plant that they have made safe and are daily maintaining this safety.

Working Safely at Lago

(Continued from page 4)

are doing the job the safest way possible.

The talks led to the five minute safety talks while the material prepared by the safety office for the gatherings led to the Safety Newsletter. Safety information became so much in demand that the Safety Division initiated the Newsletter. Now it is a weekly piece.

In addition to the Newsletter, there are many other ways safety has been promoted. One of the most far-reaching means has been constant training. By this means the employee not only knows how to work safely, but he becomes safety conscious and carries safety with him no matter where he goes. As far as visual promotion is concerned, however, there are the jumbo display boards, the scoreboards, visual aids, accident bulletins and the Manual of Safe Practices.

The jumbo display boards, of which there are four, were first put up in 1939. The scoreboards were erected in

1938. The first version of the scoreboard was a calendar, the second was a large number that showed the disabling injuries. The latest scoreboards, devised by E. J. Kulisek, present division head, were erected in 1953. The flags that now fly with the scoreboards were erected in 1947. The first flag was raised by John Lykins, eastern division superintendent at that time.

What does this tremendous safety program add up to? It adds up to one of the safest refineries in the world — Lago.

With the cooperation of each safety-minded employee, it culminates in such things as winning the National Safety Council petroleum manufacturing contest three times — 1947, 1949 and 1954.

It means that Lago's employees, made safety conscious through intensive training programs and promotion over the past 25 years, have pulled Lago's accident frequency rate



DANCER Elizabeth Hershfeld was cheered by the 350 party-goers. **BAILARINA** Elizabeth Hershfeld a worde aplaudí door di 350 atendienanan.



LAGO SPORT PARK BOARD Chairman R. E. A. Martin described the party as an "affirmation of our good employee relationship."

R. E. A. MARTIN, Presidente di Lago Sport Park Board a describi e encuentro como un "afirmacion di nos bon relacionnan entre empleadonan."



F. E. GRIFFIN, general superintendent, said "home team" committees have proved to be the best form of representation.

F. E. GRIFFIN, superintendente general, a bisa "comiténan local" a proba di ta e mehor forma di representacion.



HENRY FORTE, perennial calypso singer, scored again.

HENRY FORTE, a cosecha gran exito cu su cancionnan calypso.

Fifth Annual

Representatives' Party



DISTRICT REPRESENTATIVE E. A. Carti and I. R. Assistant Manager E. Byington looked over the program. **DISTRICT REPRESENTATIVE** E. A. Carti y I. R. Assistant Manager E. Byington ta waak e programa.



M. A. BOEZEM (left) and F. B. Nicolaas combined their voices and guitars in Latin American rhythms. **M. A. BOEZEM** (robez) y F. B. Nicolaas a combina nan voz y guitarra den ritmonan Latino Americano.



ARUBA CHOCOLATE (right) took the feature of the three-bout card by knocking out Kid Curaçao. **ARUBA CHOCOLATE** (banda drechi) tabata e atraccion di e tres peleanan door di su knockout di Kid Curaçao.



DR. R. C. CARRELL checks the menu with R. Grossman, Peruvian Visitor Tomas Williams and Representative Ben Jones.



CHICKEN, beef, spareribs and fish, backed up by all the trimmings, were the stars of the feature attraction.

GALINJA, beef, spareribs y piscá — cu tur acesorionan — tabata compone e comida.